



U.S. Department of Transportation
Federal Aviation Administration

Charted Visual Flight Procedures (CVFP)

Bearings, courses, and radials are magnetic. Elevations and altitudes are in feet MSL. Altitudes are recommended unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles except visibilities which are statute miles.

CVFP Name

Bay Visual Approach Runway 16R/C/L

Airport Name

Seattle-Tacoma International Airport (KSEA)

City and State

Seattle, WA

VISUAL ARRIVAL ROUTE

FROM (visual landmarks)	TO (visual landmarks)	COURSE (if desired)	ALTITUDE (if needed) show if for Class B
Commencement Bay and Puget Sound Middle of Elliott Bay Golf Course (8DME)	Middle of Elliott Bay Golf Course (8DME) Runway 16R/C/L	2 miles west of Alki Point	SEA R-329 at or abv 3000 SEA 8DME at or abv 2400 SEA 6DME at or abv 1900
Hood Canal and Bainbridge Island Middle of Elliott Bay Golf Course (8DME)	Middle of Elliott Bay Golf Course (8DME) Runway 16R/C/L		SEA R-329 at or abv 3000 SEA 8DME at or abv 2400 SEA 6DME at or abv 1900

Weather minima: Ceiling 3100' Visibility 4 miles

Note: Radar required.

When the ceiling is at least 3100' and visibility is at least 4 miles, aircraft may be vectored over Puget Sound for a Bay Visual Runway 16R/C/L approach. When cleared for a Bay Visual Approach: proceed inbound visually over the middle of Elliott Bay (via route depicted); intercept the Runway 16R/C/L localizer/SEA R-341 on Runway 16R/C/L extended centerline at the golf course (8 DME) and complete a straight in visual approach to the airport. On final approach, a descent profile of approximately 300' per mile may be made with reference to the altitudes shown at the visual checkpoints or associated DME/fix positions.

Note: TCAS sensitive approach due to extensive traffic in the vicinity of Boeing Field/King County International Airport (KBFI).

Supplementary Navaid Information and Additional Landmarks

SEA VORTAC 116.8/Chan 115; ILS LOC 110.75; ILS LOC 111.7; ILS LOC 110.3

Chart:

Lake Sammamish; Vashon Island; Puget Sound; Space Needle; Commencement Bay; Bank Building in downtown Seattle (at SEA 10DME); Bainbridge Island; Hood Canal; Boeing Field/King County International Airport (KBFI); Elliott Bay; Lake Washington; SEA R-329; SEA-R341; SEA Runways 16L, 16C, 16R; Interstate 5; SR-520; Interstate 90; Golf course (at SEA 8DME); Localizers to SEA Runway 16R, 16C, 16L.

Vertical Guidance Navaid and Angle Localizer 110.75, I-CJL (GS 3.00) Chan 44Y; Localizer 111.7, I-SZI (GS 3.00) Chan 54; Localizer 110.3, I-SNQ (GS 3.00) Chan 40

Description of route (will not be printed on chart)

- Arrivals from the SOUTH will proceed over Commencement Bay to Puget Sound to Elliott Bay:
 - Arrivals from the NORTHWEST will proceed from over Hood Canal to the north end of Bainbridge Island to Elliott Bay:
- THENCE, over the center of Elliott Bay to golf course (SEA 8DME) to intercept the extended centerline of Runway 16R or 16C or 16L.

Amdt. No. or Orig.

Bay Visual Rwy 16R/C/L AMDT5

Effective Date

Supersedes

Bay Visual Rwy 16C

Amdt. No.

AMDT4

Dated

9/23/09

Graphic Depiction:

SEE ATTACHED GRAPHIC.

Communications to be charted:

ATIS 118.0

SEATTLE APP CON 125.6 273.45

SEATTLE TOWER 119.9/239.3 (Rwys 16C, 16L), 120.95/239.3 (Rwy 16R)

GND CON 121.7

CLNC DEL 128.0

	NAME (Typed and Signed), TITLE and ORGANIZATION		DATE
Developed By	Ron Fincher, Air Traffic Manager, Seattle TRACON, Manager, Seattle Terminal District		5/4/10
Approved	Reg. ATD		
	FIFO		